

HONGKONG  
WEEKLY.

ILLUSTRATED

# The China Mail.

ESTABLISHED 1845

Don't Forget

TO ORDER THE

OVERLAND

CHINA MAIL.

BEFORE GOING HOME

No. 13,867.

號八十月九年七零百九千一

HONGKONG, WEDNESDAY, SEPTEMBER 18, 1907.

第一十月八年未丁

PRION, \$3.00 Per Month

Intimations.

**THORNE'S**  
OLD VAT



THIS VAT WAS STARTED BY THE LATE ROBERT THORNE  
OF GLENROSE AND HAS BEEN SOLD AS SUCH SINCE 1831

**SCOTCH WHISKY.**

SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
**A. S. WATSON & CO., LTD.**

Hongkong, May 1, 1907. 793

**TAI KWONG CO.,**  
109, Des Voeux Road Central.

**GASOLINE LAMPS**  
AND  
**WELSBACH MANTLES.**  
Hongkong, June 14, 1907. 1017

**A GRAND PROMENADE**  
**CONCERT**

will be held on the  
**VOLUNTEER PARADE GROUND,**  
on  
**THURSDAY, THE 19TH SEPTEMBER,**  
at 8.15 P.M.

Tickets, \$2 and \$1, can be obtained at  
Messrs KELLY & WALKER, Ltd., and at  
VOLUNTEER HEAD QUARTERS.  
All Tickets taken for the 14th will be  
available. If not required the money will  
be returned.  
Hongkong, September 16, 1907. 1490

**VICTORIA RECREATION CLUB.**  
**AQUATIC SPORTS, 1907.**

**THE ANNUAL AQUATIC SPORTS**  
will be held on the 19th, 20th and  
21st SEPTEMBER. Sports commence on  
19th and 20th at 5 P.M., and on the 21st at  
4.30 P.M. sharp.  
Admission for Gentlemen, Non-members,  
\$1 each day, or \$2 for the three days.  
Soldiers and Sailors in Uniform, Half  
Price.  
Tickets for Admission may be obtained  
at the Gate or from the Undersigned, c/o  
Messrs CALDERON, MACDONALD & CO.  
**FRANK LAMBERT,**  
Hon. Secretary.  
Hongkong, September 17, 1907. 1501

**KOWLOON CRICKET CLUB.**

**THE ANNUAL GENERAL MEETING**  
will be held on WEDNESDAY, the  
25th inst., at 5.30 P.M., at CRICKET GROUND,  
to receive Report of General Committee,  
past Accounts and to elect new Committee,  
etc.  
**T. OHEE,**  
Hon. Secretary.  
Hongkong, September 17, 1907. 1500

NOTICE

**WE** have this day established ourselves  
under the name and style of **H. ORUZ & CO.,** General Import and Export  
Merchants and Commission and Shipping  
Agents, at Nos. 15, 16 and 17, CONNAUGHT  
ROAD.  
**H. ORUZ & CO.**  
Hongkong, September 16, 1907. 1499



**GOVERNMENT TENDER.**

**IT IS HEREBY NOTIFIED** that Ten-  
ders will be received at the COLONIAL  
SECRETARY'S OFFICE, until Noon of MON-  
DAY, the 23rd September, 1907, for the  
supply of **ARMED VESSELS, BOATING AND  
CLOTHING; BEANS, SPIRITS, WINES, &c.;  
CHEMICALS, DRUGS, AND SURGICAL INSTRU-  
MENTS AND SURDRIES; FURNITURE, &c.;  
MILK, &c.; PROVISIONS; SUNDRIES; and  
WASHING; (Schedule Nos. 1 to 9) required  
locally, to the Medical Department, for the  
period of one year, from the first of  
January next inclusive.**  
For form of tender apply at the COLONIAL  
SECRETARY'S OFFICE.  
All other information may be obtained  
from the PRINCIPAL CIVIL MEDICAL OFFICER  
at the CIVIL HOSPITAL.  
**J. M. ATKINSON,**  
Principal Civil Medical Officer.  
MEDICAL DEPARTMENT,  
Hongkong, September 16, 1907. 1498

**LABUAN COAL.**

**THE LABUAN COALFIELDS COM-  
PANY, LTD.,** are now prepared to  
supply Steamers at LABUAN, with Good  
Fresh Quality LABUAN COAL, double  
screwed and straight from the Mines.  
For further particulars, apply to  
**BRADLEY & CO.**  
Agents.  
Telegraphic Address—  
"LABOR," Labuan.  
Hongkong, March 19, 1907. 471

**S. GREENFIELD**  
Successor to  
**HARRIS-KEENEY CO.,**  
MANUFACTURERS OF HIGH GRADE RATTAN  
AND LINEN FINE FURNITURE,  
2, PEDDER STREET, opposite Main  
Entrance to Hongkong Hotel.  
A 10 per cent discount will be allowed to  
all local residents.  
Hongkong, July 31, 1907. 1224

Business Notices.

**W. S. BAILEY & CO.**  
ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD

**HONGKONG, CANTON, MACAO  
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND  
MACAO STEAMBOAT CO., LTD., AND THE CHINA  
NAVIGATION COMPANY, LTD.

**Hongkong-Canton Line.**

s.s. HONAM, 2,333 tons, Captain S. Bell Smith.  
s.s. POWAN, 2,333 tons, Captain H. J. Black.  
s.s. KINSHAN, 2,333 tons, Captain C. Lloyd.  
s.s. KINSHAN, 1,985 tons, Captain B. Branch.  
s.s. KINSHAN, 1,985 tons, Captain R. D. Thomas.  
Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.  
(Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).  
The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday,  
at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday,  
Thursday and Saturday, at 8.30 a.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the  
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT  
COMPANY, LIMITED.

**Hongkong-Macao Line.**

s.s. SUI-AN, 1,651 tons, Captain W. A. Valentine.  
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.  
Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and  
at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions,  
leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.  
Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.  
The S.S. SUI-AN and SUI-TAI will not run on SUNDAY next.

**Canton-Macao Line.**

s.s. LONGSHAN, 319 tons, Captain W. Raynell.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.  
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 p.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE HONG-CHINA STEAM NAVIGATION COMPANY, LTD.

**Canton-Wuchow Line.**

s.s. SALNAM, 588 tons, Captain J. Wilcox.  
s.s. NANNING, 588 tons, Captain A. McKinnon.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday  
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days  
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin  
accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.**  
HOTEL MANSON, (First Floor), opposite the Hongkong Hotel.  
Or, of DUTTERFIELD AND WILCOX,  
Agents, CHINA NAVIGATION CO., LTD.

**JAPANESE BEER**



AND A NEW BRAND OF SPECIAL LIGHT BEER

**'PEACE'**

IDEAL AND WHOLESOME.

EACH BRAND has obtained the highest AWARD at International Exhibitions.  
The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

**THE MITSUI BUSSAN KAISHA, Sole Agents.**

Hongkong, August 21, 1907. 139

**TIFFIN**

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

**CONNAUGHT HOTEL**

MONTHLY RATES.

Hongkong, September 2, 1907. 1411

**CHINA EXPRESS CO.,**

3, DUDDELL STREET.

SHIPPING, FORWARDING AND

INSURANCE AGENTS

PACKING & WHAREHOUSING.

PARCELS and Cases of any size, shape,  
or weight sent to all parts of the  
world. Duty and all other charges can be  
prepaid, if desired, so that they are deliv-  
ered absolutely free.  
Hongkong, July 1, 1907. 1049

**CAMPBELL, MOORE & CO., LD.**

Hair Dressers, Wig Makers

and Perfumers.

**ELECTRIC MASSAGE**

(FACE OR SCALP)

at the Shop, or elsewhere by special

arrangement.  
Hongkong, September 2, 1907. 1415

**THE CARLTON HOUSE HOTELS,**

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO

THE MANAGER.

**YUEN CHEONG,**

27, 28 and 29, LEE YUEN STREET (WEST)

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS AND TREES,

CORRUGATED IRON, PIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

Hongkong, September 4, 1907. 1435

Business Notices.

**BELL'S ASBESTOS EASTERN AGENCY, LIMITED**

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

SAVE FUEL BY COVERING YOUR BOILERS AND STEAMPIPES

WITH

**BELL'S ASBESTOS NON-CONDUCTING COMPOSITION.**

ESTIMATES GIVEN

FOR WORK FINISHED COMPLETE.

OR SUPPLIED IN

Bags of 1 cwt. each.

Office: 6, DES VOEUX ROAD

**LANE, CRAWFORD & CO.**

Just Received

**NEW STOCK OF**

**'WALKOVER'**

**BOOTS**

IN

**BLACK AND BROWN**

**\$10.50 Per Pair.**

SATISFACTION GUARANTEED WITH EVERY PAIR

**LANE, CRAWFORD & CO.**

Hongkong, August 31, 1907. 2040

**WILKS & JACK, LD.**

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

**The Welsbach Incandescent Gas Light Co.**

MANUFACTURERS & OWNERS

in the

UNITED KINGDOM

of the

WELSBACH, INCANDESCENT

GAS LIGHT SYSTEM.

A large stock of the latest

and most improved Fittings

and Burners on hand.

AUR' MANTLES, CHEAPEST

AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central,

HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE: 358 & 38 k.

143

Hongkong, September 3, 1907.

**PATELL & CO.,**

SHAMEEN, CANTON.

**GENERAL STOREKEEPERS,**

**WHOLESALE AND RETAIL**

DEALERS IN

**WINE AND SPIRITS.**

Export & Import Merchants,

AND

**Commission Agents.**

**NORTH BRITISH AND MERCANTILE**

**INSURANCE COMPANY.**

**TOTAL FUNDS AT 31st DECEMBER, 1906,**

**£17,837,119.**

—Authorized Capital £3,000,000

Subscribed Capital £2,750,000

Paid-up Capital £2,837,500 0 0

II—Fire Funds £3,388,720 19 8

III—Life & Annuity Funds £1,762,888 8 6

Revenue Fire Branch... £17,837,119 8 1

Life & Annuity Branches... £1,713,208 19 10

£2,774,853 19 6

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

**SHEWAN, TOMES & CO.,**

Agents

Business Notices.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net, **\$4.50** per Cask, ex Factory;

In Bags of 250 lbs. net, **\$2.70** per Bag, ex Factory;

**Shewan, Tomes & Co.,**

GENERAL MANAGERS;

151

**FAIRALL & CO.**

**STOCK TAKING SALE**

on September 2nd, 1907.

EVERYTHING GREATLY REDUCED.

**NEW AUTUMN SUITS**

at Sale Prices.

7 and 9, PEDDER STREET.

**THE HONGKONG HOTEL.**

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

**A. P. DAVIES, Manager.**

1187

**SUMMER REQUISITES**

**PRICKLY HEAT LOTION AND POWDER**

SAFE REMEDIES FOR ALLAYING THE IRRITATION

**SUN GLASSES**

IN GREAT VARIETY

**'NESTOR' SANITARY FLUID**

A RELIABLE DISINFECTANT

Pints Tins 50 Cents; One Gallon Tins \$2.

**VICTORIA DISPENSARY.**

**REMINGTON**

**TYPEWRITERS**

WITH ALL REQUISITES.

**SIEMSEN & CO.,**

SOLE AGENTS.

Hongkong, March 2, 1906

(UNDER ROYAL PATRONAGE)

**MEE CHEUNG, ART PHOTOGRAPHER.**

**NEW STOCK**

Kodak Developing Tanks and Powders. All Sizes of Films.

Johnson & Son's Various Developers.

Ilford Self-toning Papers, etc., etc.

Hongkong, April 2, 1907. 1783

**BREWER & Co., Limited.**

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

Cheap Novels, 35 Cents each, 3 for \$1.00.

A Racing Rubber, by Hawley Smart.

Unmasked at Last, by Headon Hill.

The Forest Lover, by Hewlett.

Into an Unknown World, by Strange.

Winter.

The Virginian, by Wister.

A Village Mystery, by Kemahan.

Truth Tellers, by Hawley Smart.

The Race of Life, by Boothby.

The Squatter's Story, by Elkington.

Prince Schuyler's Woe, by Savage.

Nancy, by Garvie.

Homburg Beauty, by Kennard.

Queen's Quail, by Hewlett.

A Roman Singer, by Marion Crawford.

Memoirs of Sherlock Holmes.

The Passing Show, by Savage.

AND HUNDREDS OF OTHERS.

A LARGE STOCK OF THE LATEST NOVELS, COLONIAL EDITIONS, BY EVERY

ENGLISH MAIL.

**TRY**

**CALDBECK'S**

**VERMOUTH COCKTAIL**

AND

**GIN COCKTAIL.**

Per Quart Bottle.

**\$1.00**

**Caldbeck, Macgregor & Co.,**

15, QUEEN'S ROAD CENTRAL.



## Intimations.

# G. FALCONER & Co.,

## WATCH-MAKERS AND JEWELLERS.

### HOTEL MANSIONS.

NEW SELECTIONS OF  
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,  
HIGH-CLASS GOLD AND SILVER WATCHES.  
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.  
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND  
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,  
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

**M. MUMEYA,**  
JAPANESE ARTIST AND PHOTOGRAPHER.  
ENLARGEMENTS ON BROMIDE PAPER  
AND FINISHED IN OIL.  
ALL KINDS OF WORK DONE FOR AMATEURS.  
VERY FINE PANORAMIC VIEWS OF HONGKONG.  
8a, QUEEN'S ROAD CENTRAL.

**TYPEWRITERS! TYPEWRITERS!!**  
Typewriters repaired, cleaned,  
overhauled, and broken parts  
duplicated under expert  
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

**BICYCLES**

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.

Hongkong, February 18, 1907.

# Holloway's

## PILLS & OINTMENT

Should be in every Home.

**The Pills & The Ointment**  
CURE INDIGESTION, CURES SPRAINS, WOUNDS,  
BRUISES, HEADACHE, SORES, SKIN ERUPTIONS  
CONSTIPATION, AND COMPLAINTS OF  
FLATULENCE, DIZZINESS, &c. THE CHEST AND THROAT.

RECOMMENDED AND  
USED BY ALL GOOD NURSES.

Manufactured only at 78, New Oxford Street (late 53, Oxford Street, London).

# DINNEFORD'S

The Universal Remedy for Acidity of the  
Stomach, Headache, Heartburn, Indigestion,  
Bile, Flatulence, Bilious Affections.

The Physician's  
Cure for Gout,  
Rheumatic Gout  
and Gravel.

Safest and most  
Effective Agents  
for  
Regular Use.

# DINNEFORD'S

## MAGNESIA

# THERE IS NO DOUBT

## THAT

where ENO'S 'Fruit Salt' has been taken to the fullest extent  
of a disease it has in innumerable instances prevented a serious  
illness. The effect of

# ENO'S 'FRUIT SALT'

upon any disordered, sleepless, or feverish condition is simply  
marvellous and unsurpassed. In fact it

# IS

## NATURE'S OWN REMEDY

CAUTION—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.  
Otherwise you have the inferior form of salt—IMITATION.  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.E.  
Eng. by J. C. ENO'S Patent.  
Sold by Chemists and Stores everywhere.

**WELLINGTON**  
**KNIFE POLISH**  
BEST FOR CLEANING AND POLISHING  
CUTLERY—3/6 PER DOZ.  
**KNIFE BOARDS**  
PREVENT FRICTION IN CLEANING  
& INJURY TO THE KNIVES.  
**JOHN OAKLEY & SONS**  
BLACK LEAD MILLS, LONDON.  
JOHN OAKLEY & SONS LIMITED, "WELLINGTON MILLS" LONDON.

## Intimations.

# MITSU BISHI GOSHI KWAISHA

(MITSU BISH CO.)

## COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'  
Which applies to all Branch Offices.  
All Letters Addressed:—  
MANAGER, MITSU BISHI CO.,  
with name of place under.  
BRANCH OFFICES:—  
NAGASAKI, MOJI, KOBE, KANAGAWA,  
SHANGHAI, HONGKONG AND HANKOW.


AGENCIES:  
YOKOHAMA: M. ARADA, Esq.  
CHINKIANG: Messrs GEARING & CO.  
MANILA: Messrs MACDONALD & CO.

SOLE PROPRIETORS of Takasima,  
Ochi, Shinnew, Namazata and Kami-  
Yasuda Collieries and also Hojo Colliery,  
which will shortly be ready to produce on a  
large scale the best Buzen Coal.  
The Head and Branch Offices and the  
Agencies of the Company will receive any  
order for Coals produced from the above  
Collieries.

T. MATSUKI, Manager, Hongkong,  
No. 2, PRINCE STREET.  
Hongkong, April 25, 1906.

You cannot  
beat the best

Don't turn up your nose,  
Fido, it's Van Houten's;  
the very best!



"In flavour it is perfect,  
pure and well prepared."  
British Medical Journal.

# VAN

## HOUTEN'S

### COCOA

STOCKTAKING—  
A FEW SHOP-SOILED MACHINES  
AT AUCTION PRICES.  
SINGER SEWING MACHINE CO.,  
72a, QUEEN'S ROAD CENTRAL.

Hongkong, September 5, 1907. 1450

# A LING & CO.,

## 18, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of Every  
Description in Stock.

Developing and Printing Undertaken.  
Hongkong, August 1, 1907. 1259

**SIR ROBERT HART'S**  
MEMORANDUM.

A Series of Articles on Sir Robert  
Hart's Resignation for the Improve-  
ment of China.

Reprinted from the China Mail. To be  
had in pamphlet form at this Office, 8,  
Queen's Road Central.

Price 50 Cents.

THE ORDINARY GENERAL MEET-  
ING of SHAREHOLDERS in the  
above Company will be held at the Com-  
pany's Office, on SATURDAY, the 28th  
September, at Noon, for the purpose of  
receiving the Report of the General Man-  
agers, together with a Statement of Accounts  
to 30th June, 1907.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 14th to  
the 28th September, both days inclusive.

## THE CULTIVATED DOWAGER.

A lively account of the personality of the  
Dowager Empress of China is given by an  
American writer, who, however, fails to  
state his authority for some of his facts.  
The Empress, we are told, is a painter (of  
fans) and a poet, but above all things she  
is a polished conversationalist. "Her  
rhetoric accords strictly with the nicest  
canons of the most correct taste. . . .  
Chinese conversation in the Peking Court  
circle is the very epitome of talk, the  
recitation of the syllable as much as the  
meaning of the syllable itself determining  
what is to be said, and what it shall  
signify after it is said. There is an  
etiquette of attitude in this mysterious  
matter likewise. Simply to listen to Tai  
Hsi, therefore, is to the literati to enjoy  
the greatest intellectual treat their world  
affords. She may be said to cease, for the  
time being, to speak in the character of  
Empress Dowager, and to become the first  
citizen in a republic of letters so finely  
governed that no Western mind can make  
head or tail of it."

## JAPAN'S FOREIGN TRADE.

## An Official Forecast.

The "Kokumin" publishes a note  
which purports to embody an official op-  
inion about the foreign trade of the country  
for the current year. Up to the end of  
July the trade aggregated ¥543,110,000,  
being 80 millions in round figures greater  
than the corresponding total for last year.  
Among the exports which went to make  
up this sum, it is noticeable that silk and  
copper were responsible for an increase of  
20 millions. Turning to imports their  
total for the period under review was  
¥365,000,000, being an increase of  
52 millions as compared with last  
year, which increase was mainly due to  
large purchases of raw cotton, iron, and  
machinery. It appears from the above  
that the excess of imports during the first  
seven months of the year was 68 million yen.  
Last year the same period showed an ex-  
cess of 48 millions. This, however, was not  
only balanced by the excess of exports in  
the concluding five months of the year but  
also the final showing was a surplus of 6  
millions on the side of exports. It is not  
thought probable, by the "Kokumin's"  
informant, as we learn from a translation  
in the "Japan Mail," that the balance of  
trade will be quite so favourable this year,  
but even supposing that exports and  
imports are equal the record will be  
unprecedentedly prosperous.

# "FROM PEKING."

## Prince Borghese's Encounter with a Policeman.

Describing the penultimate day of the  
Peking to Paris motor race, the "Tele-  
graph's" correspondent with Prince Bor-  
ghese says:—

Our entry into Belgium was a somewhat  
humorous episode. We were regarded as  
extremely comical beings, on a most  
eccentric machine. Our faces, covered  
with black dust, and our ragged clothes,  
seemed to be supremely ridiculous.

At Vorwies a stout tradesman, seated  
outside his little shop, cried, on seeing us,  
"Oh! the frights!" And a little later a  
carter, with even deeper conviction, shout-  
ed, "Oh! the frights!" and stopped his  
cart in order to get a better look at us.  
"It might be said that this exclamation  
was a new sort of salute, for we heard it  
on every side, and there could be no doubt  
as to its sincerity. Everybody stopped,  
looked, and laughed as though they had  
seen a comic masquerade.

A policeman, rendered suspicious by our  
strange appearance, stopped us, and asked  
Prince Borghese, "Who are you?"  
Receiving a reply, he assumed a terrible  
air and shouted severely, "You a prince!  
That is not true. You are a Belgian  
chauffeur and are breaking the law, be-  
cause you are going too fast. You know  
the regulations—ten kilometres an hour."

Prince Borghese, cool as ever, insisted,  
and the policeman asks for his papers.  
"They are not yours," the man exclaims  
gruffly. "You are a chauffeur. Why do you  
try to pass as a prince in that costume?"  
"Chauffeur means pain committal point."  
"What do you come from?"  
"From Peking."

That reply seemed to enlighten the  
policeman, who at last understood. He  
assumed an attitude of profound regret,  
and in an obsequious voice exclaimed:  
"Passez, monseigneur, et bon voyage!"

# KEATING'S

## LOZENGES

### EASILY CURE THE WORST COUGH.

One gives relief. An increasing sale  
of over 50 years is a certain test of  
this value. Sold in bottles everywhere.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

THE ORDINARY GENERAL MEET-  
ING of SHAREHOLDERS in the  
above Company will be held at the Com-  
pany's Office, on SATURDAY, the 28th  
September, at Noon, for the purpose of  
receiving the Report of the General Man-  
agers, together with a Statement of Accounts  
to 30th June, 1907.

The TRANSFER BOOKS of the Com-  
pany will be CLOSED from the 14th to  
the 28th September, both days inclusive.

DOUGLAS LAIRDALE & Co.,  
General Managers.  
Hongkong, September 9, 1907. 1459

## Intimations.

# FENNINGS'

## For the Prevention and Cure of FEVERS AND INFECTIOUS DISEASES.

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GODOWNS Nos. 98, 99, and 99A,  
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Apply to SECRETARY,  
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Hongkong, July 23, 1907. 1200

**TO BE LET.**  
AS from the 1st August next, No. 5,  
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Apply to  
Messrs JARDINE, MATHESON & Co.,  
LTD.  
Hongkong, June 23, 1907. 1087

**TO LET.**  
SHOPS AND FLATS in Des Vaux Road  
CENTRAL.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.  
Hongkong, July 13, 1907. 1149

**TO LET.**  
ONE FOUR-ROOMED HOUSE, at  
PRAYA EAST, near East Point.  
Apply to  
JARDINE, MATHESON & Co., LTD.  
Hongkong, January 3, 1907. 16

**TO LET.**  
QUARANTON the Peak; Furnished  
or Unfurnished.  
Apply by letter, to F. HEMMINGS,  
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Hongkong, April 2, 1907. 619

**TO LET.**  
70,000 SQUARE FEET OF LAND  
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made if desired.  
Apply to  
Care of 'CHINA MAIL' Office.  
Canton, China, August 13, 1907. 1317

**TO LET.**  
TOWER HOUSE; Ten Rooms; Ken-  
edy Road.  
Apply  
Messrs G. SAOHEE, KINGSLANDER.  
Hongkong, September 2, 1907. 1418

**TO LET.**  
OFFICES in ALEXANDRA BUILD-  
INGS.  
Apply to SECRETARY,  
A. S. WATSON & Co., Ltd.  
Hongkong, April 23, 1907. 730

**TO LET.**  
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Hongkong, September 1, 1907. 744

**TO LET.**  
FROM OCTOBER 1.  
NO. 1, ANTRIM VILLAS, Des Vaux  
Road, Kowloon.  
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Messrs FARRELL & LISAUGHT.  
Hongkong, September 9, 1907. 1492

**TO LET.**  
BEACONSFIELD ARCADE, Fine  
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16, QUEEN'S ROAD CENTRAL, Top Floor  
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No. 6, DES VOUX VILLAS (Peak).  
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LINTHARD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, September 18, 1907. 1471

**TO LET.**  
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CENTRAL.  
No. 28, CAINE ROAD.  
AUCTION ROOMS, No. 2, ZETLAND  
STREET.  
Nos. 1 and 2, FAIRVIEW, ROBINSON  
Road, Kowloon.  
Apply to LEIGH & ORANGE,  
1, Des Vaux Road  
Hongkong, February 18, 1907. 25

**TO LET.**  
A HOUSE in KNOTSFORD TER-  
RACE, KOWLOON.  
Apply to  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, September 1, 1906. 20

**TO LET.**  
NO. 2, HOLLYWOOD ROAD.  
Apply to  
ARRATTON V. APCAR & CO.,  
45, Wyndham Street.  
Hongkong, April 4, 1907. 389

**TO LET.**  
FIRST FLOOR, No. 84, QUEEN'S  
ROAD CENTRAL.  
Apply to  
IP PAK HING,  
c/o MCKENZIE & Co.  
Hongkong, September 8, 1907. 1423

**TO LET—FURNISHED.**  
NO. 14, SALISBURY AVENUE,  
Kowloon.  
No. 1, EAST AVENUE, Kowloon.  
Apply to  
HUMPHREYS' ESTATE & FINANCE  
CO., LTD.  
Hongkong, August 13, 1907. 1321

**TO LET.**  
IMMEDIATE POSSESSION.  
GODOWNS Nos. 95, 96, 97 and 100,  
PRAYA EAST.  
Apply to  
CHATER & MODY,  
Victoria Buildings.  
Hongkong, June 13, 1907. 1035

**TO LET.**  
SEVEN LARGE ROOMS and  
GODOWN on the Canal Street, British  
Concession, SHAMONG.  
Apply on the premises, 244, Shamong,  
or to  
CHINA BAPTIST PUBLICATION  
SOCIETY,  
Canton, China.  
Hongkong, July 15, 1907. 1156

**TO LET.**  
FATHERLIGH, Conduit Road.  
No. 1, RIFON TERRACE, BONHAM  
Road.  
OFFICES in KING'S BUILDING and  
YORK BUILDING.  
GODOWNS on PRAYA EAST.  
A HOUSE in CLIFTON GARDENS  
Conduit Road.  
FLATS in MORRISON TERRACE.  
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THE HONGKONG LAND INVEST-  
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Hongkong, September 1, 1907. 2

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Hongkong, July 27, 1907.

Mr G. A. Woodcock begs to thank his many friends for their warmth and kind letters of sympathy.

MEMOS FOR TO-MORROW.

Miscellaneous.

6 p.m.—Aquatic Sports, at V.R.C.'s Enclosure, Hongkong.  
Goods per *Indra* not cleared at 4 p.m. on this date subject to rent.  
Goods per *Borneo* not cleared at 4 p.m. on this date subject to rent.  
Goods per *Peria* undelivered after this date subject to rent.

Amusement.

9.15 p.m.—Concert on the Volunteer Parade Ground.

General Memoranda.

SATURDAY, September 21:—  
2.30 p.m.—Auction of Household Furniture, &c., at Mr. Jorg's Residence, "Villa D'Alva," Kennedy Road.  
2.50 p.m.—Auction of Japanese Curios, &c., at Messrs. Hughes & Hough's Sales Rooms.  
4 p.m.—Meeting of Hongkong Polo Club at Club Pavilion.

MONDAY, September 23:—  
Goods per *Nara* undelivered after this date at New will be subject to rent and landing charges.

TUESDAY, September 24:—  
Goods per *Bombay* undelivered after this date subject to rent.  
Goods per *Nippon Maru* undelivered after noon this date subject to rent.

WEDNESDAY, September 25:—  
3 p.m.—Auction of Leasehold Property at Messrs. Hughes & Hough's Sales Rooms.  
5.30 p.m.—Meeting of Kowloon Cricket Club at Cricket Ground.  
Goods per *Ocean* not cleared at 4 p.m. on this date subject to rent.

THURSDAY, September 26:—  
3 p.m.—Auction of Leasehold Property, at Messrs. Hughes & Hough's Sales Rooms.  
5.30 p.m.—Meeting of Hongkong Football Club, at Hongkong Hotel.

FRIDAY, September 27:—  
Nona.—Meeting of Douglas Steamship Co., Ltd., at Co.'s Office.

The China Mail

HONGKONG, WEDNESDAY, SEPTEMBER 18, 1907.

THE COLONY'S FINANCES.

THAT the financial position of the Colony was not altogether satisfactory has been common knowledge for some time. While our expenditure, as a result of the normal growth of the Colony, has been increasing the revenue has been decreasing. Bearing in mind the depression which has existed for the past two years this in itself need not cause alarm. Experience has shown that depression and prosperity follow each other with approximate regularity and we may confidently look forward to better times in the future. But, on the other hand, it must be remembered that our revenue is singularly inelastic and though it would benefit to some degree as a result of the return of prosperous conditions the improvement would not be sufficient to make up for the confirmed drift to leeward with which we are confronted. Two items of revenue cannot be depended upon. The first is the receipts from the Opium Farm. For 1903 the estimated revenue is \$1,452,000. As we all know the Imperial Government is showing a strong disposition to assist the Chinese Government in its endeavours to stamp out the use of opium in China. Consequently the receipts from the Opium Farm exist upon sufferance and a decision arrived at by a Government ten thousand miles away may wipe out more than a quarter of our revenue from taxation at so to speak, a moment's notice. The revenue from land sales is estimated at \$300,000, the same figure as the approved estimate for the current year. We incline to the opinion that this should not be classed as revenue. It is true that the Government does not absolutely sell the land but that it practically does so is shown by the fact that the item appears in the estimates under the heading "Land sales." The sale of Government lands is to all intents and purposes a realization of capital and the proceeds should be placed to capital account, not to revenue. There is but an inconsiderable amount of land available in the Colony and the Government has been compelled time after time to buy back land with which it had parted, at a greatly increased price. The only legitimate land policy would be to refuse to sell any land at all but to lease it and fix the rent at a rate which would represent the ground rent now paid plus the interest on the capital sum at which the land is valued. If this were done, with of course guarantees to the tenants that they would not be disturbed in their tenure except for

public purposes, the proceeds could be fairly classed as revenue. Under the present system as soon as all available and useful land is alienated from the Crown the item "Land Sales" will disappear automatically and the Colonial Treasurer of the day will have to end get his brains to find some alternative. Turning from the revenue to the expenditure we find provided for the new Law Courts \$100,000, for the Post Office \$140,000 and for the first section of the Tytam Tuk scheme \$15,000 aggregating \$255,000. Before dealing with these items we may remark that we are in cordial agreement with the Governor's view that borrowing at the present moment is inadvisable. In the present state of the money market it would be madness to endeavour to float a loan. But on the question of borrowing generally we have decided views of our own. The Law Courts, the Post Office and the Tytam Tuk scheme are works which in the ordinary nature of things will be conferring benefits on posterity. Those who come after us will derive as much benefit from them as do we. Why then should we bear the whole cost of their construction? An illumination in honour of visiting Royalty is a charge that we should certainly bear. It necessarily cannot be participated in by those who come after us. But all works of a permanent character may fairly be paid for out of loans. The interest spread over a long term would not be oppressive either to us or to our successors and a direct gain would be made in that the works would not have to wait while a distracted Treasurer was vainly trying to balance his receipts and his expenditure. While agreeing that a loan in the present circumstances is inadvisable we maintain that it is the duty of the Government to borrow when occasion offers for necessary permanent works. When the tension on the money market relaxes we trust that the Government will not hesitate to borrow the money requisite for works which they admit to be necessary. The second typhoon shelter is not to be built until some time in the future, the delay being caused by the fact that the Government cannot pay for it out of the revenue. Possibly the trade of the port will be crippled again, as it was last year, because of this "No Borrowing" fetish. We are, of course, open to conviction but it certainly seems to us that there is no justification for increasing the taxation borne by the present generation in order that those who succeed should reap the benefit. We owe no greater duty to posterity than posterity owes to us.

His Excellency the Viceroy does not come to take over the duties connected with the Canton office without the assistance of others, whom apparently he has chosen to assist him. It is said that he is accompanied by thirteen minor officials, by fifteen secretaries, and by no less than seventy other supporters of various grades. All this must be helpful to the shipping Companies that have the privilege of carrying such a large retinue, but one would think that such numbers are somewhat in excess of what is needed to do the work of the province, when it is remembered that many of the older hands on the spot must continue in office, in order that things may go on without dislocation. It is reported further that eight craft, which the Chinese call "battleships," will come from Canton to meet His Excellency at Hongkong. He will therefore enter into his embassy with considerable state, especially when we have the ancient tombs and pagodas, essential to such functions according to Chinese etiquette, in mind.

Some stir is observable in the Fukien Province due to the influx of Buddhists from Japan, who have, it appears, set themselves to learn the local dialect of their place of sojourn, with a view, it is reported, to the opening of Training Institutions for Buddhists. Probably the Chinese regard the mission of the Japanese as a province nearest to Formosa as not entirely religious but as having a political aspect. There was a time when an endeavour of this kind would not have failed to appeal strongly on religious grounds alone. That time has, however, long gone by and all attempts to revive esoteric Buddhism or the philosophic Buddhism of Ancient India afford small ground for encouragement. Nor has the degenerate practice

and outworn creed of to-day any strength of appeal; the Chinese are tired of adaptations in this particular sphere, and the accretions that overlay the ancient faith have lost or are losing the charm that drew multitudes of worshippers to the shrines. It is suggestive to watch the experiment now said to have been begun in Fukien. We think nevertheless it is far-doomed to failure.

The letter written by Dr. A. L. Leebman Clift which we published yesterday is a moderately worded but definite exposition of the views of the opponents of the opium trade. We congratulate Dr. Clift upon his ability to discuss this question without heat and with a commendable desire to grant those who differ from him the credit of having no unworthy motives. This attitude, we are afraid, is but seldom adopted by the one side or the other. Turning to the letter itself we find that, referring to the announcement that experience in Ceylon had shown that, under proper regulation, opium smoking was not detrimental, we find that Dr. Clift has two answers ready. The first is that opium may not effect Tailla and Singalese as it does Chinese. But then again it may. Summation is valueless as an argument. Dr. Clift's second answer, which seems by the way to discount the value of the first, is that a Colonial Governor's testimony must not be taken as conclusive as "he has multitudinous duties to occupy his attention." This would be much more impressive if it were not for the fact that in this case the then Governor of Ceylon based his remarks upon the innocuousness of the opium trade under proper regulation, on the reports of the Health Department of Ceylon. We ask Dr. Clift in all sincerity whether observers in Hongkong have not excellent opportunities of studying the effect of opium smoking—under proper regulation. Our community is mainly Chinese and there is a fair amount of opium smoking done in the Colony. Yet have we any experience locally of those awful tragedies and the heart-rending misery which we hear of from the interior of China? Not to the general knowledge. Is this because a strong and incorruptible Government prevents the abuse of opium? If not we would be glad to know what is the reason. If there were no restrictions upon the sale of liquor in Great Britain no doubt a percentage of the people would become besotted and degraded. But we are disposed to believe that if such conditions were to prevail and, instead of suggesting regulation, it were proposed to entirely wipe out the drink trade, the proposal would be rejected with contempt. Reasoning by analogy we conclude that the abuse of opium in China is due to the fact that the Chinese Government is too weak and corrupt to regulate its use. When the Government is regenerated—if it ever is—we expect to see the opium trade dealt with in a commonsense fashion—that is to say regulated but not prohibited.

THE NEW VICEROY.

Non-arrival To-day.

There was disappointment in many quarters to-day when the new Viceroy of Canton did not arrive as expected.

His Excellency the Governor and Lady Lugard had prepared a tiffin in the Viceroy's honour, and had invited a number of local residents to meet him. The arrival of the steamer was anxiously awaited, and when it was obvious that the Viceroy did arrive to-day it would be late in the afternoon before he could land, the guests who had assembled at Government House were invited to dine.

The Chinese community also desired to do honour to His Excellency the Viceroy, and were compelled to postpone a tea this afternoon. A dinner is announced for the Chinese Club this evening but it is doubtful whether the chief guest will be present.

So far as the agents of the steamer are concerned they do not now expect the vessel to arrive late to-night or to-morrow morning.

To-day the police were on guard at the Pier, but they eventually dispersed.

THE TYPHOON AT CANTON.

(From Our Correspondent.)

Canton, September 17:—Canton felt some of the force of the recent typhoon, but no damage of any consequence was done. Very few boats ventured across the river on Saturday. The torrential rains have cleansed the streets, and the wind has cleared the atmosphere.

A fog sends us rather a good flashlight photograph of the Morrison Centenary meeting.

At the Sanitary Board meeting yesterday the question of liquid fuel being used as an insecticide was referred to a committee for special consideration.

A Thirsty Cooie.

"I took the beer from a ship because I wanted something to wash my dinner down," said a coolie when charged before Mr. Hazland to-day, with being in unlawful possession of a bottle of beer and two plunks. His drink cost him \$5, or he will have to stay in jail for fourteen days.

THE CLASH OF CLASS.

China's Difficulty.

From the time, two hundred and eighty years ago, when the founder of the present dynasty—"the great pure" line of kings—succeeded to the Throne of Empire, the policy of the Manchus as conquering rulers has been to hold themselves apart from the subject Chinese; to deepen the lines of demarcation; to maintain by the sword what the sword had won, so long as it was possible to keep the sword in their all powerful hands.

There has dawned an era big with the fate of empire and of monarchs, and the watch words of the new time are "propitiate," "conciliate," "harmonise"—remove the lines of separation; put Manchus and Chinese on the same level of privilege, of duty, and of responsibility; appeal to the loyalty and patriotism of all, and in the glad response of all orders in the State will be the safety of the Throne and the peace of the Kingdom.

A stern necessity has brought about, or is even now bringing to pass, vital changes in the administration of government in China. Possibly in no other direction will the consequences be more far-reaching than the results that may be expected to follow from the endeavour to unite Chinese and Manchus by the offer of equal liberty and equal rights as subjects and citizens.

It is significant that the class known as Imperial Kinsmen—the direct descendants of the first Emperor of the present dynasty—who have been a charge upon the State for maintenance in quarters provided for them at the Capital are now permitted to leave Peking and to take their part in the ordinary occupations of commerce, of handicraft, or such avocations as lie open to all. In other words they are no longer to be a favoured class, living on the Emperor's bounty and maintenance by the State.

The trend of policy inspired by the more enlightened councillors of the Throne is sufficiently clear. Antidynastic movements are made formidable by distrust, jealousy, and aversion towards the Manchus. What ever has served in the past to quicken and maintain the sentiment is to be avoided. New relations are to be set up by a new course of treatment based on even-handed justice and right, which are not to be sold or denied to any man.

It is a pity that this advance in the direction of a charter of civil liberty was not made a few decades ago. If, however, we are asked to point out the true causes of the disaffection in China to-day the reply must always be: It has come through enlightenment; the eyes of the people are opened and they are turned toward the Western world.

of popular liberty and government by the people for the people. The Chinese are beginning to understand the connection between taxation and representation. They are seeking certain things akin to those the English barons wrested from King John on the fields of Runnymede.

The Chinese reforming leaders and guides have this goal before them: a just government, free from the abuses which always wait on arbitrary control and the exercise of despotic power.

It is seen, too, that the power to oppress and misgovern, becomes weakness and helplessness in face of exclusion laws and other enactments that place the Chinese under disabilities in the outside countries of their sojourn. The nation that cannot protect its subjects or secure for them what Western powers demand from China in all instances where their subjects and citizens are concerned is not rightly or righteously governed and the demand for reform waxed stronger with each seeming concession on the part of the ruling powers.

An attractively got up pamphlet on "The Aquarius Company, of Shanghai, comes to us from the local Agents, Messrs. Caldwell, Macgregor, and Company: "Belle Heather" is the author of the pamphlet and the writer sets out the manner in which the Aquarius waters are prepared. The distillation is one of the features that make for the high quality and popularity of the Aquarius products, and though the price is a little dearer than for other waters the consumer has the advantage of knowing that there is worth and purity in what he drinks.

TAKE THE POSTMASTER'S WORD

F.R.I.T.

MR. F. M. Hamilton, postmaster at Cherryvale, Indiana, U.S.A., keeps also a stock of general merchandise and stationery. He says "Chamberlain's Cough Remedy is standard here in its line. It never fails to give satisfaction and we could hardly afford to be without it." For sale by all chemists and druggists.

THE CLASH OF CLASS.

China's Difficulty.

From the time, two hundred and eighty years ago, when the founder of the present dynasty—"the great pure" line of kings—succeeded to the Throne of Empire, the policy of the Manchus as conquering rulers has been to hold themselves apart from the subject Chinese; to deepen the lines of demarcation; to maintain by the sword what the sword had won, so long as it was possible to keep the sword in their all powerful hands.

There has dawned an era big with the fate of empire and of monarchs, and the watch words of the new time are "propitiate," "conciliate," "harmonise"—remove the lines of separation; put Manchus and Chinese on the same level of privilege, of duty, and of responsibility; appeal to the loyalty and patriotism of all, and in the glad response of all orders in the State will be the safety of the Throne and the peace of the Kingdom.

A stern necessity has brought about, or is even now bringing to pass, vital changes in the administration of government in China. Possibly in no other direction will the consequences be more far-reaching than the results that may be expected to follow from the endeavour to unite Chinese and Manchus by the offer of equal liberty and equal rights as subjects and citizens.

It is significant that the class known as Imperial Kinsmen—the direct descendants of the first Emperor of the present dynasty—who have been a charge upon the State for maintenance in quarters provided for them at the Capital are now permitted to leave Peking and to take their part in the ordinary occupations of commerce, of handicraft, or such avocations as lie open to all. In other words they are no longer to be a favoured class, living on the Emperor's bounty and maintenance by the State.

The trend of policy inspired by the more enlightened councillors of the Throne is sufficiently clear. Antidynastic movements are made formidable by distrust, jealousy, and aversion towards the Manchus. What ever has served in the past to quicken and maintain the sentiment is to be avoided. New relations are to be set up by a new course of treatment based on even-handed justice and right, which are not to be sold or denied to any man.

It is a pity that this advance in the direction of a charter of civil liberty was not made a few decades ago. If, however, we are asked to point out the true causes of the disaffection in China to-day the reply must always be: It has come through enlightenment; the eyes of the people are opened and they are turned toward the Western world.

of popular liberty and government by the people for the people. The Chinese are beginning to understand the connection between taxation and representation. They are seeking certain things akin to those the English barons wrested from King John on the fields of Runnymede.

The Chinese reforming leaders and guides have this goal before them: a just government, free from the abuses which always wait on arbitrary control and the exercise of despotic power.

It is seen, too, that the power to oppress and misgovern, becomes weakness and helplessness in face of exclusion laws and other enactments that place the Chinese under disabilities in the outside countries of their sojourn. The nation that cannot protect its subjects or secure for them what Western powers demand from China in all instances where their subjects and citizens are concerned is not rightly or righteously governed and the demand for reform waxed stronger with each seeming concession on the part of the ruling powers.

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BY TELEGRAPH.

JAPANESE STEAMER

DESTROYED.

Several Lives Lost.

(From Our Correspondent.)

SHANGHAI, September 18.

The Tafo Maru has been burned near Chinkiang.

Two Japanese and several Chinese passengers were drowned.

SHANGHAI GAMBLERS.

Injure Japanese Detectives.

(From Our Correspondent.)

SHANGHAI, September 18.

Two Japanese Municipal detectives have been badly injured by Chinese gamblers outside the Settlement.

THE MORRISON MEMORIAL.

Subscription Lists Opened.

In connection with the Morrison Centenary Commemoration, held recently in the Theatre Royal, City Hall, we are requested to announce that Subscription Lists have been placed with:—  
Messrs. A. S. Watson and Co.  
Messrs. Kelly and Walsh.  
Messrs. Brown and Co.  
The Sincere Co.

who have kindly consented to receive contributions to the Morrison Memorial Building Fund.

ALLEGED "CATTLE-LIFTING."

Mixed Brands.

A cattle dealer from Kennedytown was charged yesterday before Mr. Melbourne, at the Magistrate's, with being in unlawful possession of two bullocks. He pleaded not guilty and was defended by Mr. F. X. d'Almeida Castro, while Mr. Jackson appeared for the prosecution.

According to the story for the complainant the two bullocks had been stolen from Chekwan, outside the Colony, and complainant recognised them by the brands on the horns.

Defendant alleged that he imported the two bullocks, together with 17 others, which he intended to send to Manila. They all bore his (defendant's) brand and were not stolen.

The further hearing was remanded, bail being allowed.

WOULD-BE ROBBERS.

And a Plucky Woman.

Two unemployed-Chinese, who have no fixed place of abode, were attacked with the get-rich-quick fever, and arming themselves with what the police records describe as "an offensive weapon," to wit a sheath knife, sneaked into the house of one Chau Hing and "did assault her with intent to rob."

The woman had \$160 worth of bangles on her arms and flourishing the sheath knife one of the Chinamen said he would kill her if she did not hand over her jewellery quietly. Chau Hing was made of different stuff, and made a fight of it despite the odds against her. So shrilly did she yell "murder" that the assailants became alarmed and fled down the three flights of stairs to the roadway and escaped into the arms of three Jukongs.

The defendants appeared at the Magistrate's and pleaded guilty and were sentenced to three months' imprisonment with hard labour, and four hours in the stocks. It is rather a pity the Magistrate could not have seen his way clear to commit them for trial so that their punishment might have been made more severe.

THE VOLUNTEER CONCERT.

Programme for To-morrow Night.

To-morrow evening in the presence of His Excellency the Governor and Lady Lugard the following programme, will, weather permitting, be presented at the Volunteer Parade Ground, which a promenade concert is to take place:—

PART I.  
March, "Hands across the Sea," (Souza), Band of the Middlesex Regiment. Song, "My Pretty Jane," (Bishop), Mr. P. W. Golding. Song, "The song of May," (Lord Henry Somerset), Mr. H. S. Humphrey. Song, "The Flying Dutchman," (Paul Rubens), Lieut. R. M. Cross, R.G.A. Song, "The birds go North again," (Charles Wilby), Mrs. T. L. Perkins. Song, "Long ago in Alosa," (André Messager), Mr. F. G. Carroll.

PART II.  
Selection, "The Dairymaids," (Paul Rubens), Band of the Middlesex Regiment. Song, "Part of Street Ceylon," (From "The Cingalese"), Mr. H. S. Humphrey. Song, "The Amorous Goldfish," (Sidney Jones), Miss Parks, Violin Solo. "Vision," (Drills), Mr. J. P. F. Joli, Song, "The Goodbye," (Walter Slaughter), Lieut. R. M. Cross, R.G.A. Two Steps, "La Matichette," (Boris Clary), Band of the Middlesex Regiment.



## BY TELEGRAPH.

## TERRIBLE DISASTER IN JAPAN.

## Death by Fire and Water.

(From Our Correspondent.)

Tokyo, September 18.

A fire broke out in the Kosaka Silver Mine in Akita prefecture.

The lock gates of a neighbouring reservoir were destroyed in the attempt

to get water to extinguish the fire.

As a result of the out-rush of water thirty houses were swept away.

It is reported that 100 persons were burnt to death and 30 were drowned.

## ACCIDENT ON WARSHIP.

## Twelve Inch Shell Bursts.

(From Our Correspondent.)

Tokyo, September 18.

A shell for a twelve inch gun burst on board the Japanese warship Kashima during gun practice in the Bay of Hiroshima.

Five officers and twenty-two men were killed and two officers and sixteen men wounded.

## MOROCCO.

## Important Tribe Submits.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, September 17.

The important Chaouia tribe at Casa Blanca has accepted the terms offered by the French Commander-in-Chief General Druce and propose to return to the city on Thursday with the chiefs of each tribe of the district to arrange for a general submission.

## PORTUGUESE IN ANGOLA.

## A Fierce Engagement.

(Exclusive Service, supplied by Reuters, via Bombay.)

London, September 17.

The Portuguese force in Angola had a fierce engagement with the Cuammas on Sunday, in the course of which many were killed and wounded.

## ORIENTAL IMMIGRATION IN BRITISH COLUMBIA.

London, September 16.

Mr Scott, Superintendent of Immigration, has left Ottawa for Vancouver to investigate the whole position of oriental immigration. Mr Ishii, the Japanese immigration officer, has arrived at Ottawa, and will confer with the Government to-day.

## RAILWAY ACCIDENT.

London, September 16.

The Quebec-Boston express collided with a goods train, killing 17 and injuring 49.

## GERMANY AND JAPAN.

London, September 16.

The Kaiser has conferred the order of The Red Eagle 2nd class on M. Yashiro, of the Japanese Embassy.

## CHOLERA IN RUSSIA.

London, September 16.

1,663 cases of cholera have occurred in Astrakhan since the outbreak, 949 of which have proved fatal.

The scourge is increasing in Samara, Nijni Novgorod, and elsewhere.

## THE DOCK STRIKE AT ANTWERP.

London, September 16.

1,000 more English strike breakers have arrived at Antwerp, but many are getting tired of the confinement on board ship, and are continually leaving. The strike is spreading to Rotterdam.

## THE HEALTH OF THE EMPEROR.

Paris, September 17.

His Majesty the Emperor of China is quite recovered but he is still receiving medical attendance from the Imperial Physicians daily and Western and German ones are always kept informed of the health of His Majesty.

## THE BUDGET SPEECH.

## His Excellency on Finance.

## Pruning Public Works.

His Excellency Sir Frederick Lugard delivered a lucid speech on the draft estimates for 1908 at the Legislative Council yesterday, the length of which precluded us from publishing it in full in last night's edition.

His Excellency spoke clearly and distinctly and, though his remarks were not punctuated by applause—for the Council is a staid body and does not enthuse greatly—he was listened to seriously and concluded amid applause.

## A DEBARKING REVENUE.

He said:—My predecessor, when submitting the estimates for last year, stated that it was with great regret he had to announce to you a decline in the revenue. I regret to say it devolves on me to inform you that the decrease has not only been maintained but has been progressive. The revised estimate for the current year 1907 shows an increase of \$200,000, and that was due to an abnormally large probate duty which fell to us unexpectedly.

Setting this aside, the estimate for 1908 shows a decrease on the original estimate of last year of \$250,135. The way in which that decrease is made up is, as regards the main items, as follows:—We lost on the opium revenue, owing to the fact that from January to February the receipts of last year were from the original farm and not from the new and reduced farm—this decrease represents a sum of \$38,000. On the Post Office again there was a loss of \$103,000, which was due chiefly to the enactment of the recent convention at Rome, which increased the bulk that could be carried for postage, and this hits us very hard because most business letters going home are overweight and have paid double postage. Through the increased preference for the Siberian route we also lost. We are charged by 8d. per lb. for transit charges by that route and we only obtain 1s. 4d. in return. In the third place, there was the increased interest on the Kowloon railway, that is to say, the interest which accrues on cash balances is reduced by about \$20,000 in the estimate of last year.

This year the bond sales have been taken at the fixed rate of \$900,000 per annum. The ordinary expenditure this year on the original estimate was \$5,227,040 and the revised estimate for the current year reduced this by \$85,553. This was chiefly due to two items, \$50,000 on the loan account and \$35,000 on pensions consequent on the higher rate of exchange on those sums which have been remitted home. The ordinary expenditure for next year is \$6,355,631, which is an increase of \$134,591 on last year's original estimate and of \$230,144 on the revised estimate of last year. This increase includes \$88,500 increased interest on the Kowloon railway, of \$60,000 for a fire engine and of \$36,000 for the redemption of subsidiary coins. The rest is chiefly automatic and arises from the growing interests of a prosperous colony.

The estimated revenue for next year, including land, is \$6,227,890, which is less than the original estimate of last year by \$280,135 and less than the revised estimate of last year by \$423,368, which is chiefly accounted for by the large probate duty, already mentioned. The estimated revenue is less than the revenue actually realized in 1906 by \$807,121.

Allowing a margin of \$49,350 we get the sum of \$892,540 available for public works expenditure. During the current year the amount set aside for public works was \$1,210,700, and the actual amount spent in the previous year was \$1,503,789. It is clear therefore that we must reduce our expenditure on works by about one third, unless we are prepared to raise another loan or to increase taxation.

## NO LOAN WANTED.

Now, gentlemen, I think that a fresh loan in the circumstances of this colony is inadmissible. (Applause.) We already have the old loan of \$341,800 upon which we are paying sinking fund and interest. We also have the new loan of \$1,143,933 and we become annually liable for a large sum in prospective interest in proportion to the progress of the railway. The relation of this advance to that loan I will presently explain. In the second place the reason why I think that a loan is inadmissible at present is the fact that our revenue is based on very precarious sources. I will deal later in more detail with that point. In the third place I think there is no work of sufficient paramount urgency as to demand fresh taxation. I will allude to that more especially in considering the different works which we propose for the coming year. In presenting the estimates last year my predecessor also discussed the question of a loan and he spoke in the same sense that I do myself, and I think that the majority of the Council will probably agree with me on this point. (Applause.) Turning to the alternative of new taxation, Sir Matthew Nathan, in speaking on this subject, said, or rather inferred, that the colony was lightly taxed and that he would by no means promise that additional taxation would not be imposed. I have not been long enough in the colony to grasp all these difficulties, but it will be my endeavour during the coming year and before I rise again to address you on this matter, to make myself fully acquainted with the question. In the meantime I feel fully satisfied that the estimates have been rightly framed on the basis of existing taxation. The margin for public works expenditure has not yet fallen below the figure which absolutely necessitates fresh taxation. It is in the

proportion of 13.2 of the total revenue of the colony. The average for the past 12 years has been 20.76, so that it is not so far below the average of the last 12 years. The actual amount of the last 12 years only 11.10 of the total revenue of the colony. Moreover, in my opinion it is not a convenient moment for the introduction of new taxation when the colony has been suffering from a wave of depression, and from the results of the typhoon of last year. It is also not a convenient moment for the introduction of a new tax when the colony is in a state of depression and when the revenue is so low. I myself am an optimist in these matters and I think that the present depression will be short lived. Turning now to revenue, the decrease last year, I have dealt somewhat in detail with the scheme of public works for the next year and I will not travel through the estimates for each department; though it is an easy thing to do, it is a very tedious one. I think it better to give time for the unofficial members to study these estimates in detail and discuss any matter on the second reading when either myself or the Colonial Secretary will be glad to give any explanation on items which are not self-explanatory. There are one or two items which arise out of these estimates and this is the usual and convenient occasion for me to make a few observations in respect of them.

## OTHER.

In the matter of opium, which forms a very important item of revenue, the new farm has been leased for \$688,000 less than the former contract. Hon. members are aware that there are circumstances which may even result in the further loss in future, even supposing the action of the Imperial Government does not involve us in immediate loss.

## SUBSIDY COIN.

Secondly, the impact of subsidiary coin previously furnished us with a revenue of \$120,000 per year. Now there is an expense for the redemption or demonitization of superfluous coin of \$30,000.

## THE POST OFFICE.

Thirdly, the Post Office, which in most countries is a lucrative source of revenue, hardly pays its way. The reasons I have already partly explained. They are due to the severe competition which we are bound to lose in transit charges, and then there is the Siberian route, and again the cost of the agencies which we support in the different treaty ports of China.

## A BETTER OUTLOOK.

In the fourth place, the precarious nature of our revenue is explained by the fact that a certain proportion is based on land sales which are not fixed or even permanent sources of revenue. The railway also means increasing expenditure. When this colony has passed through the present difficult period I think we gain an increased prosperity when that railway brings more trade to the port, and when the revenue is placed on more permanent basis. Meanwhile I think we can look with satisfaction to the decrease of plague and to the establishment of prospective establishment of very important industries in the colony. The flour mills have been, I understand, a success and we have, in prospect, large sugar estates which will add to the colony's prosperity. I think we should rather look in this colony to a revenue based on industrial enterprise and not entirely to our position as a large port.

## PUBLIC WORKS.

I turn now to the expenditure and will deal first with the scheme of public works which we propose. I think I have very carefully considered each department and I think that those items which I have selected are the ones which are most urgent and most important. In regard to continuing works we have the Law Courts and the Post Office, forming the two most important items. These have been allocated the sums of \$100,000 and \$140,000, which is as much as I am informed, as can be spent in the coming year. I fear we cannot count upon their completion for at least two more years. On account of these two large items I think it would be impossible to begin the second section of the Tiamat Tuk reservoir, which we must postpone as well as any large scheme for the resumption of insubstantial properties for future years. The last natural deficit of water occurred in 1902. Since that time 230 million gallons have been added to our water supply. The increase of the population from 1901 to 1906 only amounts to 45,000, so I think we have very considerably increased our water supply in proportion to the increase of our population.

THE TYPHOON SHELTER. There is one item in the vote for next year to which I would invite your particular attention, the typhoon shelter. (Applause.) Sir Matthew Nathan promised there would be no undue delay and that it was intended to make a beginning this year. The delay has been occasioned, firstly, by the great discussion as to where it should be, and, secondly, on account of the complicated plans which had to be prepared before the scheme could be laid before the Government. The plans which have been prepared involve a cost of \$1,400,000. They are now being revised to see if we can produce a scheme which will not involve us to such a heavy expenditure but will provide a serviceable breakwater giving substantial protection to craft and being capable of development into the larger and complete scheme. Apart from the promises in the name of the Government made last year, I submit that a second shelter for small craft is most essential in this Colony which depends so largely on its shipping and trade and is subject to cyclonic storms. I have placed on the estimates this year the comparatively small sum of \$85,000 for the construction of the shelter with the present aim, and I am sure that we can produce a scheme which will not involve us to such a heavy expenditure but will provide a serviceable breakwater giving substantial protection to craft and being capable of development into the larger and complete scheme. Apart from the promises in the name of the Government made last year, I submit that a second shelter for small craft is most essential in this Colony which depends so largely on its shipping and trade and is subject to cyclonic storms. I have placed on the estimates this year the comparatively small sum of \$85,000 for the construction of the shelter with the present aim, and I am sure that we can produce a scheme which will not involve us to such a heavy expenditure but will provide a serviceable breakwater giving substantial protection to craft and being capable of development into the larger and complete scheme.

## OTHER WORKS.

Turning to other items of the public works scheme, I may refer to the animal depots at Kowloon which are represented by \$62,000. These are very urgent and are necessitated by railway construction. The station yards, sidings, and intervals with the present aim, and I am sure that we can produce a scheme which will not involve us to such a heavy expenditure but will provide a serviceable breakwater giving substantial protection to craft and being capable of development into the larger and complete scheme.

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spent. We are placing upon the estimates \$30,000 which is estimated to be required for the construction of the shelter. It was suggested that there should be waiting rooms and other luxuries but I am afraid they must wait for that for future years. The cattle depot, \$5,000, is not very urgent and may perhaps be deferred. The compensation under the Public Health and Buildings Ordinance is the same as last year. Albany filter beds, continued from last year, represent \$25,000, and the Kowloon water works \$44,000, while the vote last year was \$206,000. The Tiamat Tuk first section is continued from last year and requires \$15,000 to complete it. Miscellaneous water works are the same as last year. Albany filter beds, continued from last year, represent \$25,000, and the Kowloon water works \$44,000, while the vote last year was \$206,000. The Tiamat Tuk first section is continued from last year and requires \$15,000 to complete it. Miscellaneous water works are the same as last year. 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## Shipping.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY.

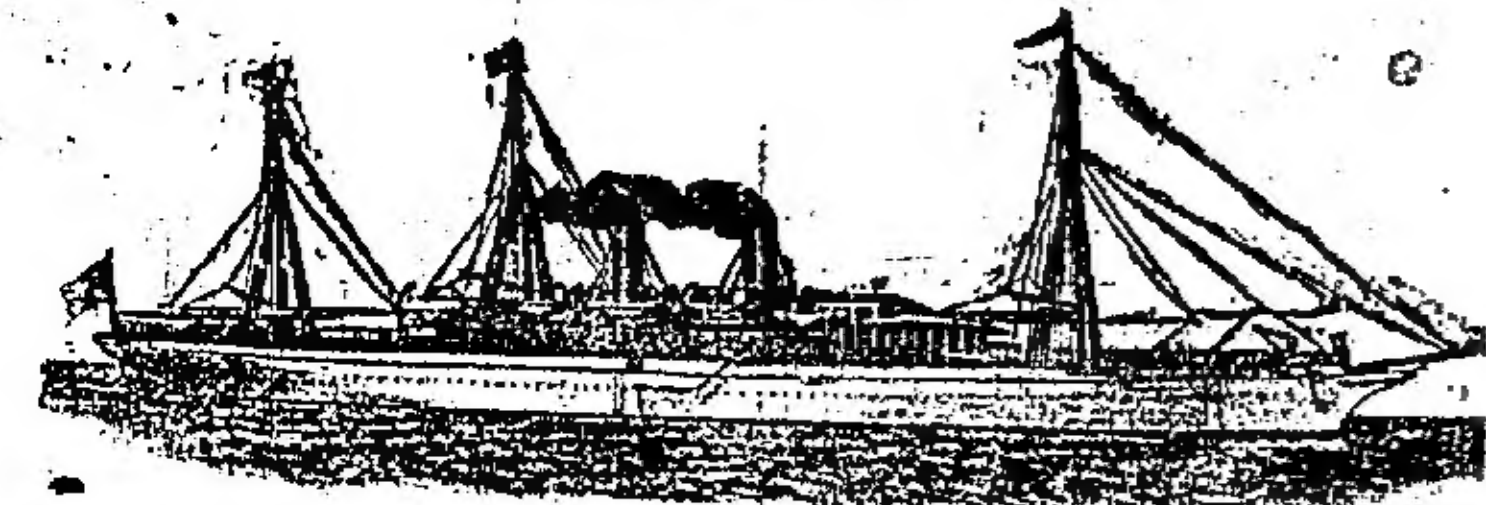
WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

PORTS	VESSELS	TO SAIL ON	REMARKS
SHANGHAI	OCEANA	About 20th	Freight and Passengers
LONDON, via UGAL PORT	MALTA	Sept. 21st	See Special Notice
SHANGHAI, MOJI, KOBE, POONA AND YOKOHAMA	Capt. R. A. PETER	September	Freight only
MARSEILLES, LONDON (NAMES)	Capt. A. F. VINE, R.N.R.	September	Freight and Passengers
AND ANTWERP	Capt. H. W. KENRICK, R.N.R.	October	Passage

P. O. S. N. Co.'s Office.

E. A. HEWETT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY-SPEED-PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE' Sailing 5 to 10 Days OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS	(Subject to Alteration)
R.M.S. EMPRESS OF CHINA 6000 Tons	THURSDAY, Sept. 26, 1907, Oct. 14
EMPRESS OF INDIA 6000 Tons	THURSDAY, Oct. 24, 1907, Nov. 11
EMPRESS OF JAPAN 6000 Tons	WEDNESDAY, Nov. 6, 1907, Nov. 30
EMPRESS OF AUSTRALIA 6000 Tons	THURSDAY, Nov. 21, 1907, Dec. 9
EMPRESS OF AFRICA 6000 Tons	THURSDAY, Dec. 12, 1907, Jan. 6, 1908
EMPRESS OF AMERICA 6000 Tons	THURSDAY, Jan. 16, 1908, Feb. 3

THE JAPANESE ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new palatial 'EMPIRE' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

First-class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. MONTREAL Carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, CORNER PRUDER STREET and PRAY, Opposite Blako Pier.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	SANUKI MARU, Tons 6112 Capt. S. J. G. Parsons	WEDNESDAY, 2nd Oct., at Daylight
VICTORIA, B.O., and SEATTLE, WASH., via SHANGHAI, KOBE & YOKOHAMA	AWA MARU, Tons 6398 Capt. M. Treant	WEDNESDAY, 16th Oct., at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TONGAREVA, VILLAGE and BRISBANE	IYO MARU, Tons 6320 Capt. Wm. Thompson	TUESDAY, 1st Sept., at 4 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO	KAGA MARU, Tons 6301 Capt. F. E. Cope	TUESDAY, 15th Sept., at 4 p.m.
KOBE and YOKOHAMA	YAWATA MARU, Tons 3817 Capt. T. L. Harrison	FRIDAY, 4th Oct., at Noon
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Tons 5539 Capt. R. Swain	FRIDAY, 1st Nov., at Noon
	RIJUN MARU, Tons 4806 Capt. S. G. Lepnik	WEDNESDAY, 25th Sept., at Noon
	INABA MARU, Tons 6189 Capt. Wm. Bainbridge	SATURDAY, 21st Sept., at Daylight
	NIKKO MARU, Tons 5539 Capt. R. Swain	WEDNESDAY, 2nd Oct., at Noon

† Cargo only. \* Calling at KIELUNG.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† For full information regarding freight or passage apply to

T. KUSUMOTO, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

## MINNESOTA -

20,000 TONS  
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA' Captain O. F. AUSTIN, On SATURDAY, 18th October, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, etc.

† Time-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

† For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail line between Japan, China and Hong Kong.

† For full information regarding freight or passage apply to

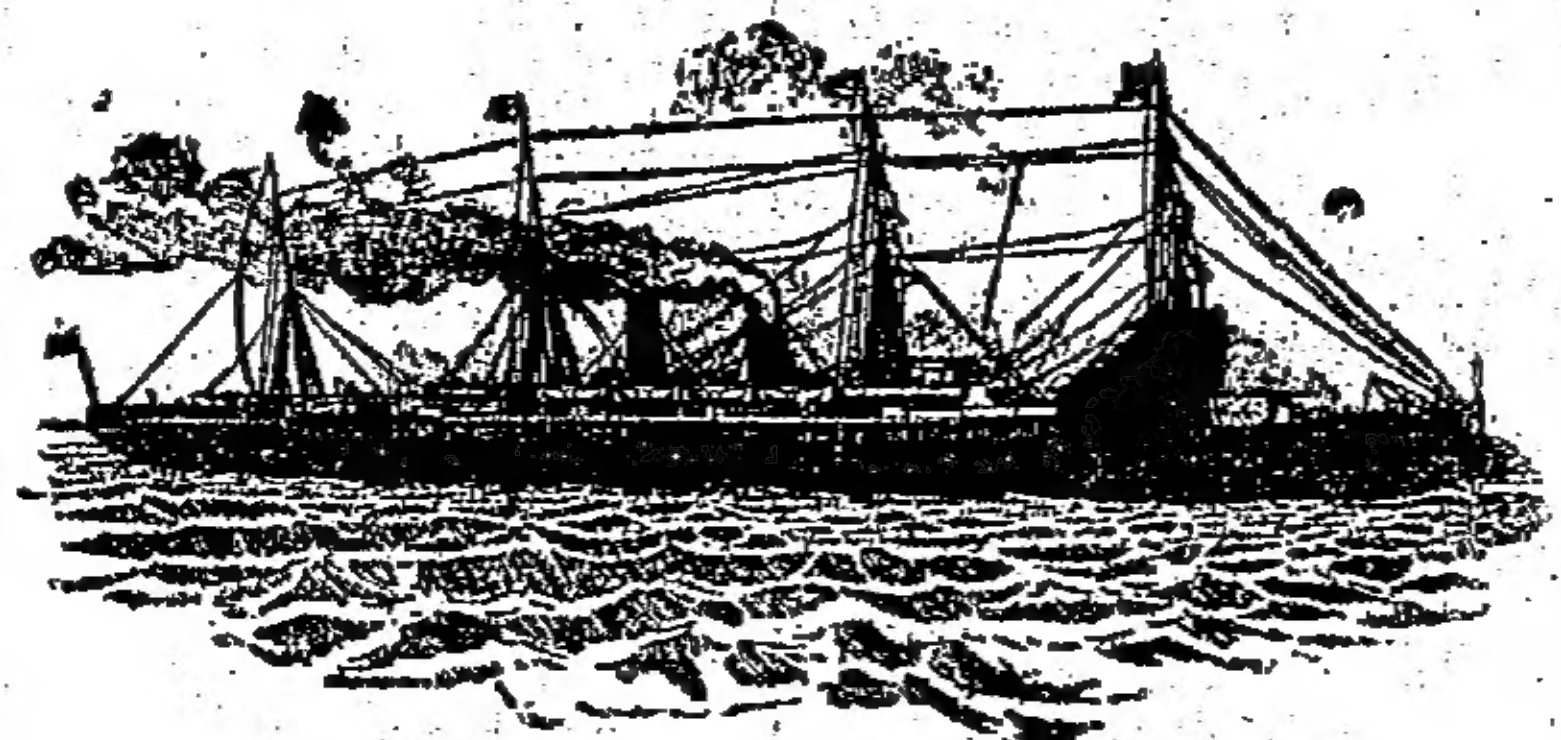
NIPPON YUSEN KAISHA Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

## U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

STEAMERS	SAILING DATES, 1907.
* NIPPON MARU 11,000 Tons	SATURDAY, 21st Sept., at Noon
ASIA 9,500 "	TUESDAY, 1st Oct., at Noon
PERIA 9,000 "	FRIDAY, 11th Oct., at Noon
* HONGKONG MARU 11,000 "	SATURDAY, 19th Oct., at Noon
* KOREA 11,000 "	FRIDAY, 1st Nov., at Noon
* AMERICA MARU 11,000 "	SATURDAY, 9th Nov., at Noon
* SIBERIA 11,000 "	SATURDAY, 16th Nov., at Noon
* CHINA 10,200 "	SATURDAY, 23rd Nov., at Noon
* MANCHURIA 10,200 "	SATURDAY, 30th Nov., at Noon

## RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons. September 15-27th 1907. 10 days, 11 hours and 5 minutes.

San Francisco to Yokohama, via SIBERIA, 18,000 tons. August 18th-20th, 1906. 4 days, 19 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 18th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1906. 10 days, 10 hours and 29 minutes.

THE T. K. K. Steamship NIPPON MARU will be despatched from Hongkong to SAN FRANCISCO, via NAGASAKI, (INLAND SEA), KORE, YOKOHAMA and HONOLULU, on SATURDAY, the 21st September, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamships.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KOREA, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	Captain	To SAIL ON
NUMANTIA	4371	H. FELDMEYER	Oct. 12, at Noon

Through Bills of Lading issued to Pacific Coast Ports and all Western, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO., LD.

CHEFOO AND TIENTSIN	KUEICHOW	Sept. 22, Daylight.
MANILA	TAMING *	Sept. 24, at 4 p.m.
CEBU & ILOILO	KAIKONG	Sept. 26, at 4 p.m.
SWATOW AND SHANGHAI	YCHOOW †	Sept. 27, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN )		

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, Australian Ports.

N.B.—REDUCED JALCOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon, staterooms, Electric Light—Perfect Cuisine—Surgeon and Stewards on board. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAFIRO	2540	A. FRASER	Manila	Saturday, 21st September
RUBI	2540	R. W. ALMOND	Manila	28th September

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST)

U.S. OCEAN MONARCH, 2nd November, 1907.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

## Shipping.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

For	STEAMERS	To SAIL
* SHANGHAI, YOKOHAMA, KOBE AND MOJI	{ KUTSANG ... }	THURSDAY, Sept. 19, at 4 p.m.
* TIENTSIN	CHEONGSHING	FRIDAY, Sept. 20, at Noon
* MANILA	YUENSANG	FRIDAY, Sept. 20, at 4 p.m.

## REDUCED FARES TO STRAITS &amp; CALCUTTA.

Hongkong to Singapore 1st-Class Single	Return
8 65	10 00
Calcutta " "	13 00
Calcutta " "	16 00

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	To SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG	PRINZ HEINRICH, Capt. P. Grosse	WEDNESDAY, 25th Sept., at Noon
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	ELKEIT, Capt. R. d. Meyer	About THURSDAY, 24th Sept.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	MANILA, Capt. Minsson	THURSDAY, 10th Oct., at Noon
YOKOHAMA AND KOBE	PRINZ WALDEMAR, Capt. W. v. Sieden	About THURSDAY, 18th October
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill	About Beginning of October

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

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Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

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Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY &amp; FOOCOW.

THE Company's Steamship HAUHING, Captain A. E. HOUNG, will be despatched for the above Ports on FRIDAY, the 20th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS, LAPIERRE & Co., General Managers.

Hongkong, September 17, 1907. 1493

FOR DALNY.

THE Steamship KARONGA, will be despatched for the above port on or about THURSDAY, the 26th inst.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, September 2, 1907. 1412

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast).

THE Steamship HEADLEY, will be despatched for the above port on or about SATURDAY, the 19th October.

For Freight, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, September 16, 1907. 1491

## Hotels.

## KING EDWARD HOTEL.

## A HIGH-CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms. Private Bar and Billiard Rooms.

Hot and Cold Water throughout. Electrically Lighted.

Electric Fans (if required). Electric Passenger Elevator to each Floor.

Tables d'Hôte at Separate Tables. TELEGRAPHIC ADDRESS: 'VICTORIA', Hongkong.

For terms, etc., apply to the MANAGER.

## VICTORIA HOTEL.

TELEGRAMS: VICTORIA, SHAMEN. SHAMEN, CANTON.

On the BATHING CONVECTION. H. HAYNES, Manager.

## MACAO HOTEL.

TELEGRAMS: FARMER, MACAO. MACAO, OHINA.

In the Centre of Praya Grand.

BOTH Hotels Electrically Lighted and under Experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

Wm. FARMER, Proprietor. Capt. T. AUSTIN, Manager.

## BELLE VIEW HOTEL.

(LATE METROPOLITAN HOTEL). SHAUWAIWAN ROAD.

A Pleasant Drive along the Sea Front, either by Tram or Ricksha.

## BEST OF WINES, BOWLING, BILLIARD, &amp;c.



## Shipping.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

## MARSEILLES &amp; LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to Colombo	Leave Hongkong	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (Brindisi 2 days earlier)	Due at Plymouth (London 1 day later)
TONS	Moan Saturday 1907	TONS	Saturday, 1907	Saturday, 1907
MALTA .....6000	Sep. 21	MONGOLIA ..... 9500	Oct. 20	Oct. 27
DELTA .....8000	Oct. 5	VICTORIA ..... 7000	Nov. 2	Nov. 9
ORIANA .....7000	Oct. 19	BRITANNIA ..... 7000	Nov. 16	Nov. 23
DELHI .....8000	Nov. 2	MOULTAN ..... 8000	Nov. 30	Dec. 7
ARADIA .....7000	Nov. 16	CHINA ..... 8000	Dec. 14	Dec. 21
DEVANHA .....8000	Nov. 30	HIMALAYA ..... 7000	Dec. 28	Jan. 4, 1908
MALTA .....8000	Dec. 14	MOLDAVIA ..... 10000	Jan. 11, 1908	Jan. 18
DELTA .....8000	Dec. 28	INDIA ..... 8000	Jan. 25	Feb. 1
DELHI .....8000	Jan. 11, 1908	MONGOLIA ..... 10000	Feb. 8	Feb. 15
ARADIA .....7000	Jan. 25	VICTORIA ..... 7000	Feb. 22	Feb. 29
PENINSULAR 5300	Feb. 8	MAEDONIA 10500	Mar. 7	Mar. 14
DEVANHA .....8000	Feb. 22	BRITANNIA ..... 7000	Mar. 21	Mar. 28
DELTA .....8000	Mar. 7	MOULTAN ..... 10000	Apr. 4	Apr. 11
MARORA .....10000	Mar. 21	(through steamer calling at Bombay)	Apr. 18	Apr. 25
DELHI .....8000	Apr. 4	MOLDAVIA ..... 10000	May 2	May 9
MALTA .....6000	Apr. 18	HIMALAYA ..... 7000	May 16	May 23
DEVANHA .....8000	May 2	MONGOLIA ..... 10000	May 30	June 6
ORIANA .....7000	May 16	INDIA ..... 8000	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.

Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

## INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS.	TONNAGE	Leave HONGKONG	about	Due at LONDON	about
* NAMUR	7000	Oct.	9	Nov.	25
* MANILA	4500	Oct.	23	Dec.	9
* BOERNE	4500	Nov.	6	Dec.	23
* NORE	7000	Dec.	4	Jan. (1908)	20
* SYRIA	7000	Dec.	18	Feb.	3
* NYANZA	7000	Jan. (1908)	1	Feb.	17
* NILAS	7000	Jan.	15	March	2
* SUNDA	4700	Jan.	29	March	16
* PALAWAN	4700	Feb.	12	March	30
* NUBIA	5900	March	11	April	27
* BOERNE	4500	April	8	May	26
* NORE	6700	May	6	June	22
* SUMATEA	4000	May	20	July	6

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carry 1st and 2nd Saloon Passengers. † Carry only First Saloon Passengers.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

## OSAKA SHOSHEN KAISHA.

## REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Co's s.s.	Leave	Leave
Co's s.s.	Co's s.s.	Co's s.s.
FRITHJOF	TAMU, VIA AMOY AND FOCHOH.	THURSDAY, 19th
SHOSHU MARU	SHANGHAI VIA SWATOW, AMOY AND FOCHOH.	FRIDAY, 20th
YERIMO MARU	SINGAPORE & CALCUTTA.	FRIDAY, 20th
JOSHIN MARU	TAMU, VIA SWATOW, AND AMOY.	SUNDAY, 22nd
		SUNDAY, 22nd

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Ample, Unsurpassed Table.

† Taking Cargo on through Bills of Lading to all Yangtze &amp; Northern China Ports.

For Freight, Passage and further information, apply at the Co's local Branch Office, at Second Floor, No. 1, QUEEN'S BUILDINGS.

T. ARIMA, Manager.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA.

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Port	Captains	To Sail
SOVERIC	6235	W. Shotton	1st October.
KUMERIC	6232	D. Baird	15th October.
SHAWMUT	6096	E. V. Roberts	6th November.

\* Cargo only. † Passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

\* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodations for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

## PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

Dodwell &amp; Co., Limited,

GENERAL AGENTS,

QUEEN'S BUILDINGS.

## Notices to Consignees.

## NOTICE TO CONSIGNEES.

## STEAMER NERA.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from LONDON ex s.s. Dordogne and Matapan; from HAVRE ex s.s. Matapan, from BORDAUX ex s.s. Cambrai, in connection with the above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed at and stored at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining on board after MONDAY, the 23rd September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to us on or before the 23rd September, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 23rd September, at 3 p.m.

No Fire Insurance has been effected.

G. de CHAMPEAUX,

Hongkong, September 18, 1907. 1495

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship *Perla* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the hazardous and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LTD., whence delivery may be obtained.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 22nd September, 1907, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd September, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WELER & CO., Agents.

Hongkong, September 18, 1907. 148

## 'INDRA' LINE, LIMITED.

## NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship *Indra* having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at and placed at their risks in the hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th Inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no Claims will be recognized.

Optional goods will be landed here unless instructions are given to the contrary before 12 o'clock Noon, To-day.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, September 18, 1907. 1491

## NOTICE TO CONSIGNEES.

THE PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO'S STEAMER BORNEO.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed at and placed at their risks in the hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 19th Inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 18, 1907. 1480

## 'BEN' LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

STEAMSHIP BENMOHE.

FROM LONDON AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed at and placed at their risks in the hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 19th Inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 18, 1907. 1480

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E. A. HEWETT, Superintendent.

Hongkong, September 18, 1907. 1480

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E. A. HEWETT, Superintendent.

Hongkong, September 18, 1907. 1480

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No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, September 18, 1907. 1480

## IMPROVEMENTS AT SWATOW.

The Swatow correspondent of the "N. C. Daily News" writes: "The authorities have taken up in earnest the making of the Kialat road. The work to be done will give a roadway fourteen feet broad from the Custom House down to the

Anglo-Chinese College. If well made and maintained, it will enhance considerably the value of property beyond the present building limits to the east of Swatow.

The natic waterworks scheme has been launched at a public meeting at which several of the officials were present.

Water from the Chiachou river is to be collected and treated at a spot some four miles up stream, and then led into Swatow. At present it is only a mild

gravitation scheme, but no doubt later it will develop in the direction of a pumping

tower and other modern accessories. A growing port like Swatow cannot be served by anything which does not offer sufficient

pressure to ensure protection against fire for the high buildings now springing up on all hands.

The Canton-Foochow Railway scheme seems destined to be brought out in sections. Up in the Fukien province

concessions for parts of the line are being applied for, while down here it is reported that the Chaochow Railway Company have obtained permission to construct that part

of the line which will pass through the districts controlled by our Troops.

## TRADES UNIONISTS.

Mr. A. H. GILL, Labour M.P. for Bolton, in his Presidential address to the Trades Union Congress at Bath, said that universal non-contributory old-age pensions must be the first plank in the Labour programme.

It was the Chancellor of the Exchequer's business to find the money.

In the subsequent debate, the administration of the Unemployed Workmen's Act by Mr. John Burns, President of the Local Government Board, was criticised sharply.

One delegate referred to Mr. Burns as a lost soul. *Reuter*

## NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship *Kyung* having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 17th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, September 16, 1907. 1488

## TOYO KISEN KAISHA.

## NOTICE TO CONSIGNEES.

CONSIGNEES OF CARGO per Steamship NIPPON MARU.

The above Steamship having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their goods from alongside.

Cargo impeding discharge and remaining on board after 4 p.m., the 17th inst., will be subject to rent.

Broken, chafed, or damaged goods will be examined at the above Co's Godown on SATURDAY, the 21st September, 1907, at 10 a.m.

No Fire Insurance will be effected.

S. SILVERSTONE, Agent.

Hongkong, September 17, 1907. 1497

## J. EYES &amp; CO.

DISINFECTANT.

SOLE AGENTS.

W. G. HUMPHREYS &amp; CO.

BANK BUILDINGS.

HONGKONG, MAY 18, 1908. 1084

## PEAK TRAMWAYS COMPANY, LIMITED.

## TIME TABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m. Every 30 minutes.

7.30 a.m. to 8.00 a.m. Every 10 minutes.

8.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 8.30 a.m. Every 15 minutes.

8.30 a.m. to 10.30 a.m. Every 30 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.



## AMOV.

(From our Correspondent.)

Amoy, September 11.

## AN ICE FAMINE.

For some weeks, almost monthly, Amoy has been suffering from an ice famine, because the height of summer was chosen to make a change in the ice-producing plant. Unfortunately, it has taken a long time to get the new gas-machine into working order, with the result that many consumers of ice, among others, the Amoy Club, had to make their own arrangements to get ice from Swatow or Hongkong. It is only to-day (the 11th) that Messrs Watson & Co. have been able to send an express round acquainting the public that they are now prepared to supply ice in unlimited quantity from this time forward. The price has been reduced to 2 cents per lb., with a minimum amount of 5 lbs. at a time. It is earnestly to be hoped that no further breakdown of the apparatus may occur, as it is not safe to be absolutely without ice in a part where sudden illness may render the use of ice imperative, if life is not to be thrown away.

## A FATAL QUARREL.

Owing to a dispute between two men from Tong An in Amoy to-day as to the dividing of some ill-gotten spoil, one man was killed by the other. Immediately after the deed the murderer fled into a sampan and was successful in getting away to his ancestral home, without being caught, in spite of the efforts of the police to pursue him in other boats. Many sampan men seem to carry arms, and it looks as if the Chinese authorities ought to exercise greater vigilance over them, and not to permit the indiscriminate possession of arms.

## KULANGSU MUNICIPAL COUNCIL.

A meeting of the Council was held at the Board Room on 27th August, 1907, when there were present Messrs W. H. Wallace (Chairman), C. A. V. Brown, A. F. Gardner, Huang T'ien-chow, W. K. W. Wilson, and the Secretary.

A letter was read from the Senior Consul, enclosing a despatch from the Tartar, regarding the closing of opium houses within the settlement of Kulungsu, and stating the Consul's view on the subject. It was decided to inform the Consul that the Council are in full agreement with the Chinese authorities in regards closing these houses. But before the Council prepare a proclamation on the subject, they would like to know the scale of license fees charged by the Amoy authorities for shops selling the prepared drug. On receipt of this information the Council will fix their rate of license fees, date when the present opium smoking shops are to close, and embody the same in a proclamation which they will submit for the approval of the Consul.

The following extract from report of Government Analyst at Hongkong on samples of milk sent him on the 10th August for analysis is published for general information:

## Kulungsu Milk Co.,

Coat Heat,

Eng Nap.

Amoy, September 13.

## DEATH OF CAPTAIN A. JENSEN.

Quite a gloom has been cast over the Amoy community by the unexpected death of Captain A. Jensen, which occurred on Thursday afternoon, Sept. 12th. He has only been ill for a few weeks with some form of rheumatism or gout, but he died suddenly, and was a very great shock to his many friends. He was buried to-day at the Kulungsu Public Cemetery, when the Rev. J. Watson, of the English Presbyterian Mission, officiated at the service, which was attended by most of the male residents in Amoy. As Captain Jensen has acted as one of the Amoy Pilots for many years, his premature death creates a vacancy, which may probably be filled up by the appointment of Mr. A. Coghlin, now of Messrs Douglas, Laprak and Co. Captain Jensen leaves a wife and one daughter to mourn his loss.

## THE WEATHER.

After a spell of North East winds and a few days of great heat, the weather has been broken up by the presence of a small typhoon just South of us, which has been signalled as travelling west, so it looks once more as if we are to escape again. Seldom has there been a year when Amoy has been so free from typhoon scares as this year, as the regular running of the coast port steamers testifies.

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—  
On the 18th at 11.50 p.m. The barometer has fallen rapidly over Amoy, particularly at Tokyo. It has risen moderately to slightly over China, Formosa and the Philippines.  
The typhoon is moving N. E. and approaching the S. E. coast of Japan in the neighbourhood of Yokohama.  
Pressure is high over China to the North of the Upper Yangtze, and the normal is now attained along the China coast.  
Fresh N. E. winds are expected to prevail in the Formosa Channel, and along the Northern shores of the China Sea.  
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.  
Forecast for the 24 hours ending at noon to-morrow.

## FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N. to N. E. winds, moderate or fresh; fresh.  
2.—Formosa Channel: N. E. winds, fresh.  
3.—South coast of China between Hongkong and Loochoo: Same as No. 2.  
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

## RHEUMATIC PAINS RELIEVED.

NO one need now suffer the agonizing pains of rheumatism and acute rheumatism, as quick relief may be had by applying Chamberlain's Pain Balm. This fact has been clearly demonstrated in many thousands of cases. The balm relieves the pain and makes sleep and rest possible, which is alone worth many times its cost. Sold by all chemists and stores-keepers.

## To-day's Advertisements

## NOTICE.

It will be to the interest of those who are insured by L'INDUSTRIELLE INSURANCE CO. OF PARIS to communicate with the Underwriting.

L'INDUSTRIELLE D'YMOND

PALACE.

62, Queen's Road Central.

Hongkong, September 18, 1907. 1511

## HONGKONG POLO CLUB.

## NOTICE.

THERE will be a GENERAL MEETING of the HONGKONG POLO CLUB in the Pavilion, at 4 o'clock on SATURDAY next, 21st inst.

All members are requested to attend.

O. C. H. HILL,

Hon. Secretary.

Hongkong, September 18, 1907. 1516

## HONGKONG FOOTBALL CLUB.

## THE 21st ANNUAL GENERAL MEETING

will be held on THURSDAY, 25th September, in the HONGKONG HOTEL, at 6.30 p.m., to receive the Committee's Report and to elect officers for the coming season.

H. L. O. GARRETT,

Hon. Secretary.

Hongkong, September 18, 1907. 1505

## WANTED.

BY Japanese gentleman a FURNISHED ROOM with or without Board in English family.

Apply 'S. S.'

Care of 'CHINA MAIL' Office.

Hongkong, September 18, 1907. 1508

## FOR SALE.

Small First-class PRIVATE HOTEL, Centrally situated. A paying concern. Owner going home.

Terms very moderate. Low Rental.

Apply to 'HOME.'

Care of 'CHINA MAIL' Office.

Hongkong, September 18, 1907. 1507

## THE DAIRY FARM CO., LD.

## FRESH BUTTER.

## BEST AUSTRALIAN

at 65 Cents per lb.

## BEST PASTRY

at 55 Cents per lb.

Hongkong, September 18, 1907. 1504

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAI.

The Company's Steamship Vorwarts, having arrived, Consignees of Cargo are hereby informed that their Goods will be landed into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN CO., LIMITED, where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 25th September, 1907, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th September, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Princes Buildings.

Hongkong, September 18, 1907. 1510

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER OCEANA.

FROM BOMBAY, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and Goods are landed.

This Vessel brings on Cargo:—

From LONDON, &c. ex s.s. *Britannia*.

From PERSIAN GULF, &c. ex s.s. *B. I. S. N.*

From B. and P. S. N. Co's steamers.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 25th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT,

Superintendent.

Hongkong, September 18, 1907. 1509

## CONVANT HOTEL.

Mr. Julius Beylur

Mr. J. W. Bains

Mr. R. L. Barnes

Mr. M. E. Barrett

Mr. J. B. Best

Mr. F. W. Best

Mr. and Mrs. Blum

Mr. Jack M. Bremer

Mr. A. Chokler

Mr. J. G. Currie

Mr. J. O. Currie

Mr. J. O. Currie

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## SHIPPING

## ARRIVALS.

September 17.

Vorwarts, Austrian steamer, 3,727, B. Bodmer, Kobi Sept. 8, General—SANDER, WIELER & Co.

Koranga, British steamer, 2,932, B. Leslie, New York via Cape of Good Hope July 18, Railway Material.—Mitsui & Co.

Admiral, British cruiser, 4,360, C. E. Vaughan Lee, Santa Sept. 16.

Tiger, German gunboat, from Canton.

September 18.

Spectra, British steamer, 3,847, W. R. F. Hickey, Yokohama and Kobe Sept. 15, General.—P. & O. S. N. Co.

Tairan, British steamer, 1,041, J. A. Martin, Saigon Sept. 13, Rice.—CURVY.

Hatching, British steamer, 1,267, A. E. Hodgins, Foochow via Amoy and Swatow Sept. 17, General.—DETOLAN STEAMSHIP CO.

Ocean, British steamer, 3,507, W. Hayward, Bombay September 16, and Singapore 14, Mails and General.—P. & O. S. N. Co.

Shoku Maru, Japanese steamer, 999, M. Nomoto, Shuzhuai, via Foochow, Amoy and Swatow Sept. 17, General.—O. S. K.

Kuichow, British steamer, 1,216, O. Hooker, Tientsin September 10, General.—BUTTERFIELD & SWIRE.

Departures.

September 18.

Decadon, for Shanghai.

Tikong, for Moul.

Tairan, for Shanghai.

Kuichow, for Singapore and London.

Yungchow, for Hongkong.

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